



Hongkong Daily Press

ESTABLISHED 1857

No. 13,500 號百伍千萬第

日伍初月伍年柒十二緒光

HONGKONG. THURSDAY, JUNE 20TH, 1901.

肆年肆 號十式月陸年壹零百九千壹英港香

PRICE, \$2^{1/2} PER MONTH

INSURANCE

EVERY FACILITY
in connection with Life Assurance Business is
afforded by
THE STANDARD LIFE ASSURANCE
COMPANY.
ONE of the largest and wealthiest of the Pro-
vident Institutions of the United Kingdom.
Forms of application and all information
will be promptly afforded on application to
DODWELL & CO., Ltd., Agents.
Hongkong, 12th February, 1901. [7-a68]

HOTELS.

HONGKONG HOTEL

A First Class Hotel in every respect
Elegantly Furnished Reading, Music, and
Smoking Rooms.
Dining Accommodation for 250 persons.
Hydraulic Elevators to every floor.
Cuisine of the best.
Hot and Cold Water throughout.
Wines and Groceries imported specially from
Europe and America.
Electric Lighting in the Billiard Rooms.
Wines, &c., cooled by Refrigerator.
All Hotel Linen washed on the premises by
Machinery.
Bedroom Accommodation—132 rooms.
Fire Extinguishing Mains on every floor.
CHARGES MODERATE.

150

THE PEAK HOTEL.

City Office: 7, Duddell Street. [165]
HOTEL CRAIGIEBURN.

PLUNKET'S GAP, THE PEAK, near the
Tram terminus.
Tel. 56.
For Terms, apply to the
MANAGER.
Hongkong, 2nd July, 1900. [53]

THE WAVERLEY HOTEL.
ICE HOUSE STREET, HONGKONG.

A FIRST-CLASS PRIVATE HOTEL.

Handsome Furnished and Exceedingly
Spacious Rooms.
Very MODERATE TERMS to FAMI-
LIES by the DAY or MONTH.

[51]

THE CONNAUGHT HOTEL

A FIRST CLASS HOTEL of 45 Bed-
rooms, elegantly furnished.
The Hotel is situated near all the Banks and
Principal Offices in the Colony.
Special Attention paid to the Comfort of
Guests.
Cuisine excellent; under Experienced Ma-
nagement.
Terms Moderate.

A. FONSECA,
Manager.
Hongkong, 1st December, 1899. [52]

KOWLOON HOTEL.

THIS HOTEL is situated in a quiet
locality, away from the din and disturbance
of the City, and surrounded by a delight-
ful Garden, it is an ideal place of Residence.
The building stands on an eminence, giving a
magnificent view of the Harbour and the
City of Victoria. It is within easy access of
the Kowloon Wharves, where the principal
Mail Steamers disembark Passengers, and from
which there is a regular ferry service to Hong-
kong.
Bowling Alleys and Billiards.
The Cuisine is Excellent.

J. W. OSBORNE,
Proprietor.
Hongkong, 8th September, 1900. [1443]

"BOA VISTA" HOTEL,
MACAO.

THE most healthy place in South China.
Macao is 40 miles West of Hongkong, and
the trip is made each day (Sundays excepted) by
the Steamer "HEUNGSHAN," Capt. W. E.
CHARLES, leaving Hongkong at 2 p.m., or
according to Schedule, and Macao at 7.30 A.M.
Connection made at Macao with Company's
Steamer to and from Canton.

Cable Address—"Boavista".
CLARKE & CO.,
Proprietors.
For Terms, apply to
MANAGER.

CARBOLINEUM-AVENARIUS
USED FOR OVER TWENTY YEARS.

Throughly reliable preservative for Wood
and Stone against White Ants, Decay, Fungus
Rot, and Dampness.

Sole Agents for China,
LUTGENS, EINSTMANN & CO.,
Hongkong, 31st August, 1897. [372]

WATSON'S
"B"
SUPERIOR VERY OLD
COGNAC
BRANDY.

A. S. WATSON & CO.
LIMITED,
THE HONGKONG DISPENSARY.
[a302]

CUTLER PALMER AND CO.
WINE SHIPPERS SINCE 1815.
Who have consigned their Brandy to Hongkong
for over half a century.
Apply to G. ANDERSON,
Hongkong 12, Praya Central.
[47]

JOHN WALKER & SONS'
FAMOUS
KILMARNOCK WHISKY.

This World-renowned
FINE OLD HIGHLAND WHISKY,
Sole Shippers—CUTLER PALMER & CO.
is obtainable in Hongkong from their Agents.
SIEMSSSEN & CO.
Hongkong, 1st January, 1901. [48]

CUTLER, PALMER
& CO.'S
"SPECIAL BLEND" WHISKY
NET

Blend
of Selected
Distillations of the
Finest Scotch Whiskies
Apply to
SIEMSSSEN & CO. Hongkong. [48]

HONGKONG HIGH-LEVEL TRAM-
WAYS COMPANY, LIMITED.

TIME TABLE.

WEEK DAYS.
7.30 a.m. to 8.00 a.m. ... Every 10 minutes.
8.00 a.m. to 8.30 a.m. ... Every 15 minutes.
8.30 a.m. to 9.30 a.m. ... Every 10 minutes.
9.30 a.m. to 11.00 a.m. ... Every 15 minutes.
11.30 a.m. to 12.45 p.m. ... Every 15 minutes.
12.45 p.m. to 1.15 p.m. ... Every 15 minutes.
1.15 p.m. to 2.15 p.m. ... Every 15 minutes.
2.15 p.m. to 3.00 p.m. ... Every 10 minutes.
3.30 p.m. to 5.30 p.m. ... Every 15 minutes.
5.30 p.m. to 8.00 p.m. ... Every 10 minutes.
NIGHT CARS.
8.45 p.m. & 9 p.m. 9.45 to 11.45 p.m. very 1 hour.
SUNDAYS.
8.00 a.m. to 8.30 a.m. ... Every 15 minutes.
8.30 a.m. to 9.30 a.m. ... Every 10 minutes.
9.30 a.m. to 10.30 a.m. ... Every 15 minutes.
10.30 a.m. to 11.00 a.m. ... Every 10 minutes.
12.00 Noon to 1.00 p.m. ... Every 10 minutes.
1.00 p.m. to 5.00 p.m. ... Every 15 minutes.
5.00 p.m. to 6.00 p.m. ... Every 10 minutes.
6.00 p.m. to 7.00 p.m. ... Every 15 minutes.
7.00 p.m. to 8.00 p.m. ... Every 10 minutes.
NIGHT CARS as on Week Days.

Extra cars at 11.30 p.m. and 11.45 p.m.
SPECIAL CARS by arrangement at the Com-
pany's Office, 28 & 40, Queen's Road Central.
JOHN D. HUMPHREYS & SON,
General Managers.
Hongkong, 1st April, 1901. [808]

VICTORIA
CYCLE
EMPORIUM.

THE pleasure of cycling consists in having
a first class Machine, and the above Es-
tablishment is always leading in this respect.
We are Agents for the famous "NEW
HOWE" and "MONOPOLE" CYCLES,
and we also supply fittings of every description.
Bargains can be had in second hand Machines.
Repairs executed with promptitude and skill.
Enamelling a speciality.

MCKIRDY & CO.
43 & 44, QUEEN'S ROAD EAST.
Hongkong, 4th April, 1901. [848]

GREEN ISLAND CEMENT COMPANY.

PORTLAND CEMENT.

\$5.50 per Cask of 375 lbs. net ex Factory.

\$3.30 per Bag of 250 lbs.

SHEWAN, TÖMES & CO.,
General Managers.

Hongkong, 1st June, 1901. [8444]

COLD STORAGE.

THE HONGKONG ICE COMPANY, LIMITED
is now prepared to receive perishable pro-
visions for Cold Storage at EAST POINT at
Moderate Rates.

W. M. PARLANE,
Manager.

Hongkong, 17th February, 1899. [65]

AERATED WATERS.



WATKINS'
CROWN BRAND.
UNSURPASSABLE FOR PURITY AND
FLAVOUR.

SEE THAT EACH BOTTLE BEARS OUR NAME AND TRADE MARK.

WATKINS, LIMITED.

PHOTO.

PLATES, PAPERS

G R A P H I C

AND CHEMICALS.

EASTMAN'S KODAKS, FILMS AND ACCESSORIES,

DEVELOPING AND PRINTING UNDERTAKEN.

A. CHEE & CO., 17A, QUEEN'S ROAD, HONGKONG. [a44]

KÜPPER PILSENER BEER.



THE LEADING BEER ON THE MARKET.

HAS REACHED ITS PRESENT STATE OF POPULARITY
OWNING ENTIRELY TO ITS UNIFORM HIGH STANDARD OF
EXCELLENCE. IT IS ALWAYS BRIGHT AND SPARKLING
AND ABSOLUTELY FREE FROM SEDIMENT.

SOLE AGENTS—

CALDBECK, MACGREGOR & CO.

15, Queen's Road,

WINE AND SPIRIT MERCHANTS. [a40]

Hongkong, 18th June, 1901.

WINE AND SPIRIT MERCHANTS.

INTIMATION.

A. S. WATSON & CO.,
LIMITED

ESTABLISHED A.D. 1841.

E LEADING MANUFACTURERS
OF
AERATED WATERS
IN THE FAR EAST.

OUR FACTORIES are constructed with every attention to the best principles that sanitary science can suggest, and our NEW FACTORY at WEST POINT is the LARGEST and BEST EQUIPPED in the FAR EAST.

A PERFECT SYSTEM of FILTRATION is employed, guaranteeing ABSOLUTE PURITY.

The Machinery used is of the latest type.

A STAFF of ENGLISH EXPERTS attend to every detail of the Manufacture.

The Waters produced are of the highest class and excellence; as testified to by the best English makers.

A. S. WATSON & CO.
LIMITED,

THE HONGKONG DISPENSARY,
HONGKONG.

Hongkong, 31st May, 1901. [35]

BIRTHS.
On the 14th June, at No. 11, Salisbury Avenue, Kowloon, the wife of A. M. de Souza, I. M. Customs Service, of son. Shanghai papers please copy. [1552]

On the 6th June, at No. 4 Larut Road, Penang, the wife of F. Hollay, of a daughter.

MARRIAGE.

On the 6th June, at St. George's Church, Ponsonby, by the Rev. H. C. Henham, HENRY JAMES NOEL WALKER, eldest son of Sir E. Noel WALKER, K.C.M.G., to EMILY LOUISE, fifth daughter of the late Sir Frederick WHITAKER, K.C.M.G., late of Auckland, New Zealand.

The Daily Press.

HONGKONG OFFICE: 14, DES VŒUX ROAD, C.I.
LONDON OFFICE: 131, FLEET STREET, E.C.

HONGKONG, 20th June, 1901

The report on the foreign trade of Japan in 1900, which was issued in London last month, is compiled by Mr. ARTHUR HYDE LAY. It opens by pointing to the check upon the rapidly expanding export trade of Japan caused by events in China. The indications in the autumn of 1899 were that 1900 would offer splendid opportunities for business; consequently large quantities of goods were ordered abroad, and the year opened with a feeling of over-confidence in Japanese commercial circles. "It soon became apparent, however," says Mr. Lay, "that the outflow of specie which had already begun, was likely to increase and that the large arrivals of commodities would find an increasingly stringent money market." He goes on to say that unproductive expenditure, or expenditure on works only remotely productive, continues to bear an abnormal ratio to the wealth and resources of Japan, that but little of her large wage expenditure, in connection with defence works, armaments, railways, etc., goes to form capital in aid of production, and that in these circumstances "the tendency to an excess of imports over exports and consequent drain of specie must continue to exist, and an adequate cash reserve can be maintained only at a sacrifice of ease in the money market, by a prudent limitation of the Government bank-note circulation and of credit facilities. The flotation of foreign loans can afford only temporary relief in this respect, and bearing in mind the improbability under the most favourable circumstance of any but a quite gradual increase in wealth derived from resources at present undeveloped, it is evident that the palliative of borrowing is one which should be resorted to with the greatest circumspection." The actual exodus of gold coin and bullion in 1900 revived the financial anxiety with regard to

the reserves in 1899. The reserve fund in the National Bank fell steadily every month; at the end of January it was £10,851,700, at the end of May £8,707,000, at the end of September £7,262,255, and at the end of December £6,693,802. Gold coin and bullion were exported to the value of £5,283,998 in 1900, while the amount introduced was worth only £23,502. Most of the outflow went to India and the United States. Mr. Lay says: "Before the present drain ceases, the loss of some more gold may be expected, and the required quantity will no doubt be obtainable, but it is difficult to see what arrangements can be made. A possible means suggested is the deferring of a portion of the post-bellum programme."

However, to set against this gloomy view of the financial situation, Mr. Lay's remarks on the total trade of Japan in 1900 may be quoted, and with this we shall leave the remainder of the report for consideration elsewhere. Mr. Lay says: "Foreign trade for 1899 had reached the highest figures recorded since Japan first had commercial dealings with other nations." That record, however, was in its turn surpassed by the result revealed by the returns for the year just ended. In 1900 the value of imports was £29,324,646, of exports £20,868,895, giving a grand total of £50,193,541. Japan continues to make constant progress in all directions, and the trade of the country keeps pace with the advance taking place and with the accompanying growth in the national requirements. One is, therefore, led to the conclusion that when the unpropitious conditions at present existing—many of which are in their nature transitory—are removed, a great and lasting expansion of the foreign trade of the Empire can be hoped for with confidence, until Japan attains in the commercial world a position more commensurate with the rank she has gained in the sphere of international politics.

H. M. receiving-ship *Tamar* went into dock yesterday.

A Chinese fitter of the *Indravelli* was killed on Tuesday by falling into the hold of the ship.

A promenade concert will be given on Saturday evening at the Central Police Station.

Yesterday the Austrian cruiser *Leopard* left for Saigon. The U.S. transport *Artesian* arrived from Manila.

The British hospital ship *Glenor* left the harbour yesterday evening for Calcutta, having on board invalids from the North.

The German mail of the 15th ult. was delivered in London on the 18th inst.; and the French mail of the 24th ult. on the 18th inst.

The concert which was to have taken place at the Peak last night was postponed on account of the unpromising character of the weather.

The Hon. H. E. Pollock, K.C., Acting Attorney-General, at the Supreme Court yesterday asked his Lordship for permission for counsel to remove their wigs as the heat was rather trying. The request was granted.

We note that the French at Canton now issue French colonial stamps surcharged with the name "Canton" in Roman and Chinese characters. This is but another evidence of the exceedingly active proceedings of the French at Canton. We have reason to believe that they are busily looking after mining concessions in the neighbourhood.

The death of Charles Walter Smart, one of the marines of the Australian Contingent for China, who returned home by the steamer *Chingtu*, and who subsequently developed smallpox at the Quarantine Station, was reported at Sydney on the 21st ult. Smart was a young man, and was isolated from among his comrades about ten days before his death. The remaining patients were reported as doing well.

A rumour was current last night that several prisoners had escaped from Victoria Gaol. On enquiry we learnt that the rumour had a very trifling foundation. The facts as given to us are these. At about two o'clock yesterday afternoon a Chinaman was seen on the roof of the gaol by a warden, who immediately raised the alarm. A number of the prisoners showed that one was missing. A warden ascended to the roof of the prison and saw the missing man lying flat on his stomach to avoid detection. He offered no resistance when the warden apprehended him, and was led quietly back to his cell. It is believed that he climbed to where he was found by means of a pipe.

The report on the Peak Church during the past year, which is now issued over the signature of the Rev. F. T. Johnson, states that the church was examined a few months ago by Messrs Leigh & Orange, who reported that the building was in a very unsatisfactory condition. In view of the possibility of a new building being erected within the next few years, they recommended that only absolutely necessary repairs should be undertaken. Accordingly a new floor has been laid and the surface underneath has been concreted. The roof has been temporarily repaired, a flat wooden ceiling has been constructed, and some other minor repairs are now being made. The estimated cost of these repairs is £465. The offering which amount to £433.19, show a slight decrease from the average of recent years, but there still remains a credit balance of £619.30.

A Brisbane telegram of the 21st ult. says: "It is expected that the whole of the Pacific cable will be laid by March next year, which is much ahead of contract time."

The enlistment of Filipinos and the commissioning of first and second lieutenants for the twelve native regiments to be raised in the Philippines have commenced.

A Shanghai paper notes that H.M.S. *Kinshu* is the only vessel in the British navy with a black funnel. It is presumed that she will adopt the regulation colour before she goes up the Yangtze again.

The Yunnan Railway Company formed by M. Doumer will undertake the construction of the Haiphong-Lockai line, a Paris telegraph states, and the agreement will shortly be submitted to Parliament.

The American Civil Commission at Manila is honouring the Filipino people by renaming the amalgamated provinces of Manila and Morong, the "Rizal Province," after the Filipino patriot killed by the Spaniards.

Manila has a modern Jack Sheppard in the person of Marcelo Castriz, a Filipino. Within three months he escaped from three different places of confinement. He laughingly told Judge Iokis that no prison in Manila or the Philippines could hold him.

Mr. Garvan W. Cook, in a lengthy letter to the *Manila Times*, disputes Mr. Sawyer's (a mineral expert) assertion that there is no true coal in the Philippines, but only lignite. He says true coal has been found in the Islands of Cebu and Batuan.

To all appearances, the insurrection in the Philippines is still far from being at an end. On the 10th inst. Lieut. Springer, of the 21st Inf. Vol., and Lieut. Lee, of the Engineers, were killed in an engagement at Lipa, Lieut. Lee receiving two bullets, and expiring a few moments after.

The German battleships *Brandenburg*, *Kurfürst Friedrich Wilhelm*, *Wissenburg*, and *Worth* and the cruiser *Hela*, being part of the German Asiatic Squadron, arrived at Singapore from China on the 10th inst. en route for Europe. They anchored in the roads, and were to leave for Colombo on the 13th inst.

General Voyron, telegraphing to Paris of the evacuation of Tientsin and Hsiaou-pu (?) by the French troops, reports that the Chinese authorities thanked him for the good order and tranquillity which had been maintained in the country by the French occupation. A Paris telegram announces that General Bailloud's brigade will commence its return home on the 25th inst.

We have received from the Pacific Mail S.S. Co.'s office copies of a charmingly got-up and illustrated pamphlet, in panoramic form, entitled *North American Views on Pennsylvania Lines*, issued by the Passenger Department of the Pennsylvania Lines. Certainly this pamphlet offers a strong inducement in favour of travelling home from the Far East across America.

A London telegram of the 24th ult. says: "Earl Roberts, the Commander-in-Chief of the Army, opened the Naval and Military Exhibition at the Crystal Palace yesterday. After the ceremony, as he was about to re-enter his carriage with Lady Roberts, the horses bolted. The crowd became panic-stricken and numbers were overturned. Five people were hurt. Lord and Lady Roberts had a narrow escape. They did not receive any injury."

In Liverpool cotton a moderate business has been done at hardening rates. Manchester yarns are dull, prices tending upwards. Copper is lower and in steady request.

REUTER'S SERVICE.

LONDON, 18th June, 4.50 p.m.

SOMALILAND—HEAVY FIGHTING.

Official reports are to hand with regard to the fighting in Somaliland. The British troops have thrice attacked the Mad Mullah, but have been repulsed with a loss of 500 men.

THE MARKETS.

In Liverpool cotton a moderate business has been done at hardening rates. Manchester yarns are dull, prices tending upwards. Copper is lower and in steady request.

GENERAL NEWS.

LONDON, 18th June, 4.50 p.m.

GOVERNMENT SUPPORTS BARBOUR'S REPORT.

Mr. Chamberlain announced that the Government was in general agreement with Sir David Barbour's Report.

LIBERAL LEADER THINKS THE SYSTEM BARBAROUS.

Sir Henry Campbell-Bannerman objected to the whole policy of concentration as a barbarous system.

GOVERNMENT SUPPORTS BARBOUR'S REPORT.

Mr. Chamberlain announced that the Government was in general agreement with Sir David Barbour's Report.

GENERAL NEWS.

LONDON, 18th June, 4.50 p.m.

THE CHINESE INDEMNITY QUESTION.

The correspondent of the *New York Herald* at Washington states that Great Britain has notified the Powers that she will not consent to China increasing the duty on imports of opium and rice. From this it is evident that the attempt of certain Powers to provide China with the means of raising the indemnity is likely to fail.

THE STATES AND EXEMPTION FROM INCREASE.

The State Department of the United States has instructed Mr. Rockhill to oppose any attempt on the part of any nation to have particular imports exempted from increased duty.

LONDON, 17th June.

SOUTH AFRICA—THE ENGAGEMENT WITH DE WET.

In the recent engagement with De Wet, the British losses were:—Gordon Highlanders—Lieutenant Alan Cameron and six men killed, thirteen wounded. Bedfordshire Regiment—Lieutenant Strong and five men killed, Captain Finlay and eight men wounded.

The remaining casualties were amongst the Australians.

THE PLAGUE.

During the 24 hours ending at noon yesterday there were reported 14 fresh cases of plague (13 Chinese, one other Asiatic) and 13 deaths (all Chinese).

One Indian engaged at Quarry Bay died on Tuesday evening.

All European patients under treatment are doing fairly well, and no new cases of plague are reported amongst Europeans.

SCIENCE.

A Brisbane telegram of the 21st ult. says:

"It is expected that the whole of the Pacific cable will be laid by March next year, which is much ahead of contract time."

TELEGRAMS.

"DAILY PRESS" SERVICE.

FROM OUR CORRESPONDENTS.

THE CRISIS IN CHINA.

SHANGHAI, 19th June, 7.23 p.m.

YUAN SHIKAI'S MOURNING.

An Imperial Decree orders Yuan Shikai

to retire to the yamen at Chinanfu for one

hundred days. Meanwhile the Treasurer

of the province is appointed Acting Governor.

He is ordered, however, to consult

Yuan Shikai on all important matters.

THE WAR IN SOUTH AFRICA.

LONDON, 18th June, 4.50 p.m.

COMMONS DEBATE ON THE BOER CAMPS.

A vigorous debate has taken place in the

House of Commons over the question of the

concentration of the Boers into camps, the

Opposition attacking on the ground of the

mortality, returns. Mr. Brodrick stated

that 60,000 persons are in the camps.

GOVERNMENT SUPPORTS BARBOUR'S REPORT.

Mr. Chamberlain announced that the

Government was in general agreement with

Sir David Barbour's Report.

GENERAL NEWS.

LONDON, 18th June, 4.50 p.m.

SOMALILAND—HEAVY FIGHTING.

Official reports are to hand with regard

to the fighting in Somaliland. The British

troops have thrice attacked the Mad Mullah,

but have been repulsed with a loss of 500

men.

THE MARKETS.

In Liverpool cotton a moderate business

has been done at hardening rates. Man-

chester yarns are dull, prices tending

upwards. Copper is lower and in steady

request.

REUTER'S SERVICE.

LONDON, 17th June.

THE CHINESE INDEMNITY QUESTION.

The correspondent of the *New York Herald* at Washington states that Great Britain has

he ought to have reported them to the police. However as the offence was of a trifling nature he would only fine him \$10.

BEFORE MR. KEMP.

A LADY ON THE WARPATH.
Minnie Curran, of 42a, Praya East, was charged with obstructing the police in performance of their duty, and using threatening and abusive language.

When called up to answer whether she was guilty or not, she pleaded not guilty, and asked for the case to be remanded till Monday. Immediately after she changed her mind, and told his Worship that as Sergeant Evans seemed anxious to have his say, to let him have it.

His Worship—Do you or do you not want a reward?

Defendant—No, might as well have it out. Let him speak his mind. I can fight my own battle.

Sergeant Evans, of the Military Garrison Police, being sworn, stated that at 11.45 a.m. on the 17th instant he went with a police sergeant to defendant's house to look for a deserter from the Royal Welsh Fusiliers. They found him there, and while waiting for him to dress, defendant came on to the scene, and started to abuse him, saying also that she would shoot him at sight.

P.S. No. 47 corroborated first witness's statement.

Defendant said that Sergeant Evans and the police sergeant smashed in her door, and naturally she got angry and abused them. Had they come in civilly as they ought to have done, she would have turned the man over to them—though he was no deserter, she added.

His Worship sentenced her to pay a \$10 fine or go to jail for seven days.

MARINE COURT.

Wednesday, 19th June.

BEFORE THE HON. BASIL TAYLOR,
ACTING HON. DOUGLAS ASTER.

COLLISION OF HONGKONG HOTEL LAUNCH
WITH BALLOON-BOAT.

The Hongkong Hotel launch collided with balloon-boat No. S. 604 last Friday forenoon, and the inquiry held was in compliance with the request of the owner of the steamer launch *Kwong Wai*, which had the balloon-boat in tow.

Lau Fat, master of steam launch *Kwong Wai*, being sworn, deposed as follows—

On Friday at about 10 a.m. my boat was towing a balloon-boat from C. Collins to West Point. On coming abreast of Douglas E. Bay, I saw the Hongkong Hotel launch leave Blake Pier. She went in the same direction as I for a short time, and then attempted to cross our bow; in doing so she struck the balloon-boat on the port bow with her starboard bow. I reversed the engines about five minutes before the collision took place.

Fung Yik, seaman on the balloon-boat, stated that he was steering at the time of the collision, and corroborated first witness's evidence.

Lo Nam Kan, master of the Hongkong Hotel launch, stated that the launch *Kwong Wai* started not run into him. He did not part the helm.

His Worship's judgment was given as follows—

No Nam Kan should have kept out of the way. His boat had no business to come so close. Lo Nam Kan's certificates will be suspended for one month.

HONGKONG GENERAL CHAMBER
OF COMMERCE.

The following is the remainder of the Chamber's correspondence, the bulk of which we published in yesterday's issue—

CHINESE TARIFF QUESTION.
London Chamber of Commerce,
Bolton House, Eastcheap,
London, E.C.

3rd May, 1901.

DEAR SIR,
I beg to acknowledge, with thanks, receipt of your telegram of even date, which has been forwarded to the Chairman of the East India and China Trade Section of this Chamber, by whose instructions a letter (copy enclosed) has to-day been forwarded to the Under Secretary of State for Foreign Affairs. I trust this will meet with the approval of your Chamber, and remain,

Yours faithfully,
(Sd) KENRIC E. MURRAY.
Secretary.

Sir THOMAS JACKSON,
Chairman, Hongkong General
Chamber of Commerce.

(Enclosure.)
The London Chamber of Commerce,
Bolton House, Eastcheap,
London, E.C.

3rd May, 1901.

SIR,
I have the honour to append copy of a telegram received from the Chamber of Commerce of Hongkong. It gives the opinion of that important Chamber on a point most seriously affecting the commercial interests of this country in China, and the China Trade Section of the London Chamber recognising the magnitude of the trade of Great Britain as compared with that of other nations with China, beg that the subject may receive the attention to which its vast importance entitles it.

I am, Sir,

Your faithfully,

KENRIC E. MURRAY.

Secretary.

The Under Secretary of State
for Foreign Affairs,
Foreign Office, Whitehall, S.W.

(Copy of Telegram.)

3rd May, 1901.

Referring Chinese Indemnity it is proposed by certain Powers to raise guaranteed loan secured by doubling tariff. This Chamber most earnestly submit Government should on no account agree any increase existing tariff unless accompanied by substantial redress grievances connected therewith and other internal taxation and satisfactory settlement question inland waters navigation.

T. JACKSON,

Chairman, Hongkong Chamber Commerce.

LATEST STEAMER MOVEMENTS.

The P. & A. steamer *Knight Companion*, which sailed from Hongkong on the 17th ult. for Portland (Or.), via Japan ports, arrived at Portland at 5.30 a.m. on the 16th inst.

The C. P. R. steamer *Empress of Japan* left Vancouver on the 18th inst., a.m., for Hongkong via the usual Japanese ports to call.

The N. P. steamer *Glenesk* has arrived at Yokohama, and will leave for this port to-day.

LATE TELEGRAMS.

NEWS VIA AUSTRALIA.

THE "SHAMROCK II." DISASTER.

London, 22nd May.

A sensation was caused throughout Britain this afternoon by the news that during a trial of Sir Thomas Lipton's challenge yacht for the America Cup, *Shamrock II.*, and while the King was aboard, the mast carried away. The King was not hurt. The trial was taking place on the Solent, and a gull carried away the *Shamrock II.*'s masts and spars. The mast fell away from the King.

His Majesty and Sir Thomas Lipton at the time of the accident were seated on deck close to the companion-way. The heavy mast fell into the sea. The King was taken aboard Sir Thomas Lipton's steam yacht *Erin* and was conveyed to Southampton.

Later messages from Southampton show that

Shamrock II. was about to start when she was suddenly struck by a heavy squall. The topmast buckled, the bowsprit snapped, and then the mainmast, which weighed two tons, fell overboard, becoming a total wreck.

Two torpedo-boat destroyers and the *Erin* rushed to the rescue. The captain of the *Shamrock II.* shouted, "No one is hurt." Tremendous excitement was caused in Southampton and London on receipt of the news.

P.S. No. 47 corroborated first witness's state-

ment. Defendant said that Sergeant Evans and the police sergeant smashed in her door, and naturally she got angry and abused them. Had they come in civilly as they ought to have done, she would have turned the man over to them—though he was no deserter, she added.

His Worship sentenced her to pay a \$10 fine or go to jail for seven days.

THE QUELPART TROUBLES.

The Corse Governor of Quelpart has sent to Seoul a report on the present trouble dated 2nd inst. He says the revenue officials of late years have been levying various heavy taxes and have used the converts to bring pressure to bear on the natives. Defaulters were often arrested or refused to comply with the demands of the officials. The latter also instigated the converts to ill-treat the natives in various ways. The natives held a meeting at a place one h' distant from Suishibu on the 16th of May last to see what measures could be taken to check the abuses. While the meeting was in progress two French Missionaries with 300 converts armed with rifles and guns arrived on the spot and opened fire. One native was wounded and Go Daigon, a leader of the natives and five others were carried off by the converts.

The converts then invaded Suishibu and seized flags and ammunition. They closed the gates of the town and fired on the natives again, killing one and injuring three men badly. This enraged the natives that they killed eight converts, and forced them into the town and released the six men who had been arrested.

The converts took flight when they saw they were outnumbered, and the French Missionaries concealed themselves in the house of the local Governor of Sojui-qua. The natives killed over 50 converts and posted placards ordering the arrest of all found alive. On the 18th over 250 converts, who were hiding in various villages, were captured and killed. One of the converts, a man named Cho Ingen, escaped in a boat and telephoned to the French Minister to Seoul about the affair. French warships subsequently arrived at the island and threatened to land marines and exterminate the natives; but they were presumed not to carry out their threat.

Two companies of Korean troops are stationed on the island at present. The Governor asks the Government to address an official note to the French Minister with a view to stopping the despatch of French troops, lest the converts

should rise again to wreak vengeance on the natives.

23rd May.

Shamrock II., *Shamrock I.*, and *Sybaris* were

returning from the start. A 12-knot breeze was blowing. *Shamrock II.* was close hauled, and while coming round on the starboard tack, a heavy easterly squall caught her abeam heeling her over. Her bowsprit plate and shroud fastening gave way. Then the bowsprit went, and next the topmast collapsed. The mainmast then broke first at the heel of the topmast and afterwards three feet above the deck. The wreckage fell to leeward. The broken mast doubled under the yacht, touching her bottom, and held fast until rammers were brought from Cowes. These workmen cut away the broken mast, allowing it and the gear and sails to sink. The main boom and the staysail alone were saved.

Shamrock I. risked everything to get alongside, but as her gaff buckled and her top-sail blew away she was unable to assist the disabled vessel.

The dingy of the *Sybaris* was the first boat to come alongside.

At 11.45 a.m. the King, Mr. George Lennox Watson (yacht designer), the Marchioness of Londonderry, and Mrs. Jamison were seated on the weather side, and had a very narrow escape.

A heavy block fell between the Marchioness of Londonderry and Mrs. Jamison.

The King exhibited great composure. After reassuring the ladies that there was no danger

his Majesty lighted a cigar. He entered a launch, and from it examined the wreckage which had fallen overboard.

The bursting of the bowsprit gave warning of the danger. Had the accident occurred 10 seconds later the boom would have been right aboard, and would have fallen on deck instead of clear of the yacht.

The King landed at Cowes, and from there

telephoned to the Queen Consort to reassure her. Afterwards his Majesty dined on the *Erin*, and returned to London in the evening.

Later.

The damage to the *Shamrock II.* is estimated

at £4,000.

Further details are published of the accident to the yacht *Shamrock II.* in the *Solent* yesterday, while the King was aboard. The canvas of the yacht was 150ft. high. Just before rounding the captain proposed to shorten the bowsprit and the rigging caused the collapse.

Surprise was expressed that the fragile hull was able to resist the pressure of the leverage.

Several of the crew were carried overboard amid the cloud of canvas. Three of the crew who were aloft "shinned down" at the moment of the accident.

What could we do?" asks the narrator.

"We had, neither free seed nor money to provide oxen. We could not do anything"—the usual resources of Chinese officialdom.

At first, said the garrulous official, we got

together and delimited the frontier—"very, very clearly," and pictured it in a map. "That's settled!" But the Russians commenced to

offer attractions to the Chinese peasants to

emigrate and settle on their side of the boundary

I should say of both Russian and Chinese methods to

make the frontier as sharp as possible.

When the land on the Russian side of the border was fairly settled, the boundary-stones had a habit of moving themselves far over on to Chinese territory, so far indeed as to call for remark and exasperation from the Chinese official.

"What do you want?" demanded the Russian when complaint was made. "Do you want to fight?" "No, no," avowed the alarmed Chinese and the boundary-stones found themselves quietly settled in the new location. Then was re-enacted the drawing of the peasants, the filling in of the felled land and a new migration of the boundary-stones, followed by more protest and more yielding by the Chinese.

There is much to be said for a frontier of this kind from a Russian point of view, and to

observers who do not always sympathise with the dogmatism and inflexibility of Chinese officials there is much to commend it.

He has gratefully declined the offer of Mr. Lawson to race the yacht *Independence* against *Shamrock I.* and *Shamrock II.* in England.

The *Yachtmans* states—The *Shamrock II.* was not hurt.

Within an hour repairs to the vessel had been ordered. The yacht will not be ready to race in America before the first week in October, though Sir T. Lipton is prepared to take over *Shamrock I.* if a postponement is impossible.

What do you want?" demanded the Russian when complaint was made. "Do you want to fight?" "No, no," avowed the alarmed Chinese and the boundary-stones found themselves quietly settled in the new location. Then was re-enacted the drawing of the peasants, the filling in of the felled land and a new migration of the boundary-stones, followed by more protest and more yielding by the Chinese.

There is much to be said for a frontier of this kind from a Russian point of view, and to

observers who do not always sympathise with the dogmatism and inflexibility of Chinese officials there is much to commend it.

A formulated policy has the inconvenience of raising questions and inviting criticism.

If the Russian follows his line and keeps quiet he may rely on the guilty silence of the Chinese official, for why should Peking be informed of a circumstance that inevitably results in disgrace to the helpless informer?

As to the honesty of the proceeding—Ah!

that's another story—and after all who would

wish to prolong the existence of an industrial

and inefficient China in decay?

To inform the Cabinets of the world that Russian frontiers have a habit of walking forward on dark nights would simply result in ink-blotting, protests, oaths, and many diplomatic evasions and lies.

Cui bono? The frontier would walk just the same, perhaps a little quicker.

BRITISH SEAMEN.

If we could restore the preponderance of British seamen for British ships by drawing up schemes on paper, then Lord Brassey and the Navy League would, at their conference last week, have achieved a conspicuous success.

The conference aimed at the establishment of training ships for apprentices all round the coast, the drafting of the trained apprentices into the navy for a short course of further instruction, and then sending the finished seaman into the mercantile marine. It is really difficult to realise that men who have given

long study to this question should have arrived at no better remedy.

If we are to restore the supremacy of the British sailor we

must begin by revising the conditions under

which he lives, and not by giving young seamen

a high training and then drafting them to

ships where life would be intolerable. No

doubt it would be an excellent thing to recruit

the mercantile marine in such a way that while

we should cease to lament the decadence of the

British sailor we should be provided with a well-

filled nursery for the navy, but it is as useless to

expect the Admiralty, after incurring the labour

NEW ADVERTISEMENTS

MESS.

A GENTLEMAN WANTS to join a FIRST CLASS MESS.
Please apply with all particulars to—
1001,
Care of Daily Press Office.
Hongkong, 20th June, 1901. [1551]

PEAK CLUB.

THE BAND of the SECOND BATTALION ROYAL WELSH FUSILIERS will play on SATURDAY, the 20th inst., instead of SATURDAY, the 22nd inst., as previously notified.
OSWALD D. THOMSON,
Hon. Secretary.
Hongkong, 20th June, 1901. [1545]

NOTICE.

M R. A. J. ATTARI will leave this Colony shortly, and the Business of my Firm will be from this date and hereafter carried on by Mr. SHAPORJEE H. COMMISSIONERATRALA, who is AUTHORIZED to SIGN for me and in my name from this date.
A. ESMALJEE.
Hongkong, 19th June, 1901. [1546]

HONGKONG ELECTRIC COMPANY, LIMITED.

NOTICE IS HEREBY GIVEN that the TWELFTH ORDINARY YEARLY MEETING of SHAREHOLDERS will be held at the Company's Office, No. 4, Queen's Buildings, on SATURDAY, the 6th July prox., at 12.15 P.M., for the purpose of presenting the Report of the Directors, together with a statement of Accounts to 30th April, 1901, and electing Directors and Auditors.

The TRANSFER BOOKS of the Company will be CLOSED from the 22nd inst. to the 6th prox., both days inclusive.
By Order of the Board of Directors.
GIBB, LIVINGSTON & CO., Agents.
Hongkong, 20th June, 1901. [1547]

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW.

THE Company's Steamship.

HAITAN.

Captain Ronch, will be despatched for the above ports TO-MORROW, the 21st inst., at NOON.
For Freight or Passage, apply to

DOUGLAS LAPRAIK & CO., General Managers.
Hongkong, 20th June, 1901. [1548]

FOR SHANGHAI AND CHINGKIANG.

THE Steamship

"ELITA NOSSACK," Captain Bruhn, will be despatched for the above ports on MONDAY, the 24th June, at 4 P.M.
For Freight, apply to

EAST ASIATIC TRADING CO., LTD., Agents.
Hongkong, 20th June, 1901. [1549]

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR SINGAPORE, PENANG AND CALCUTTA.

THE Company's Steamship

"KUMSANG."

Captain E. J. Buller, will be despatched as above on TUESDAY, the 25th instant, at 3 P.M.
For Freight or Passage, apply to

JARDINE, MATHESON & CO., General Managers.
Hongkong, 19th June, 1901. [1543]

FOR NAGASAKI AND VLADIVO-STOCK.

THE Steamship

"DAPHNE."

Captain Th. Niessen, will be despatched for the above ports on TUESDAY, the 25th inst., at 3 P.M.
This Steamer has superior accommodation for First Class Passengers.

For Freight or Passage, apply to
SIEMSSEN & CO., Agents.
Hongkong, 19th June, 1901. [1544]

"BEN" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

S.S. "BENLAWERS" FROM LONDON AND STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, whence and/or from the Wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods undelivered after the 26th instant, will be subject to rent.

All claims against the Steamer must be presented to the Undersigned on or before the 30th inst., or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 25th instant, at 3 P.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by GIBB, LIVINGSTON & CO., Agents.
Hongkong, 19th June, 1901. [1550]

OREGON LUMBER.

THE Undersigned, being closely connected with the leading MILLS at PORTLAND and PUGET SOUND, are always prepared to book orders for any specifications at LOWEST RATES.

SIEMSSSEN & CO.

Hongkong, 14th February, 1901. [5]

C. E. WARREN,
BUILDING CONTRACTOR,
NO. 25, ABERDEEN STREET.

SANITARY APPLIANCES SUPPLIED,
and FIXED DRAINS, TRAPS,
WASTE PIPES, &c., CLEANSED and
REPAIRED. Sanitary Board Notices receive
prompt attention. Agent for MOSAIC
TILES. Prices on Application. [99]

AUTOMATIC MAUSER PISTOLS.

CALIBRE 7.63 mm.
With CHAMBER for 10 CARTRIDGES,
FIRING 10 SHOTS in 1 SECONDS
SIEMSSSEN & CO.
Hongkong, 3rd October, 1900. [75]

AUCTION

PUBLIC AUCTION.

THE Undersigned have received instructions to Sell by Public Auction,
FOR ACCOUNT OF THE CONCERNED,
TO-DAY (THURSDAY),
the 20th inst., at 2.30 P.M., at their Sales
Rooms, Ice House Street,

SUNDRY HOUSEHOLD FURNITURE,
Comprising—

TAPESTRY-COVERED DRAWING-
ROOM SUITE, Double and Single IRON
BEDSTEADS with WIRES and HAIR
MATTRESSES, TEAKWOOD SIDE-
BOARD with GLASS, BOOKCASES,
CHEST of DRAWERS, GLASS and
CROCKERY WARE, CARPETS, RUGS
STOVES, SHANGHAI BATHS, PIC-
TURES, &c., &c.; Also

A Choice Selection of BLACKWOOD
FURNITURE; And

One PHONOGRAPH, One GRAPHO-
PHONE, 1 GRAND PIANO, 1 RICHSHA
and 1 Set of TENNIS NETS, &c.

TERMS.—As Usual.

Catalogues can be had on application.

HUGHES & HOUGH,
Auctioneers.

Hongkong, 20th June, 1901. [1527]

TO LET.

POSSESSION APRIL 1ST.

NO. 1. STEWART TERRACE.

Apply to—

J. W. NOBLE.

Hongkong, 6th March, 1901. [661]

TO LET.

CINGLEFORD, ROBINSON ROAD,
and

THE CASTLE, CASTLE ROAD.

Apply to—

LINSTEAD & DAVIS.

Hongkong, 19th June, 1901. [1538]

TO LET.

IMMEDIATE POSSESSION, ONE
LARGE GODOWN, No. 85, PRAYA

EAST.

Apply to—

I. P. MADAR.

Victoria Hotel.

Hongkong, 8th June, 1901. [1450]

TO LET.

NO. 2. QUEEN'S GARDENS, till 15th

August, 1901, FURNISHED.

Apply to—

S. J. DAVID & CO.

Hongkong, 8th June, 1901. [1451]

TO LET.

(From 1st April next).

A HOUSE in REPTON TERRACE.

HOUSES at LEIGHTON HILL.

Apply to—

THE HONGKONG LAND INVEST-
MENT & AGENCY CO. LTD.

Hongkong, 2nd May, 1901. [66]

BOARD AND RESIDENCE.

M R. S. GILLANDERS

"GLENWOOD,"

21, CAINE ROAD.

Hongkong, 20th September, 1900. [969]

BOARD AND RESIDENCE.

COMFORTABLY FURNISHED

ROOMS, with Board.

Apply to Mrs. MATHER,

2, Pedder's Hill.

Hongkong, 1st January, 1902. [969]

BOARD AND RESIDENCE.

M R. S. SIDNEY JEFFREY,

"VESTERIA,"

BEACH ROAD WEST,

FELIXSTOWE, SUFFOLK,

ENGLAND.

Hongkong, 28th August, 1900. [73]

TUITION.

A YOUNG ENGLISH LADY desires to

give Elementary and Progressive

LESSONS in VIOLIN and PIANO. Intend-

ing Pupils can apply by letter to—

Care of Daily Press Office.

Hongkong, 19th June, 1901. [1540]

NOTICES OF FIRMS

NOTICE.

THE Business of TAVARES, ROZARIO

& CO. will in future be carried on under

the name of TAVARES & CO. HANG TAI

YONG HONG.

Mr. V. A. ROZARIO having retired from

our Firm, his Interest and Responsibility

CHASED from This Day.

F. X. M. PLACE TAVARES.

L. G. PLACE TAVARES.

Canton, 15th June, 1901. [1518]

NOTICE.

THE Undersigned having been appointed

AGENTS for the above Company, are pro-

pared to ACCEPT RISKS against FIRE at

Current Rates.

HOTZ, JACOB & CO.

Hongkong, 2nd April, 1900. [33]

NOTICE.

NORTH BRITISH AND MERCAN-

TILE INSURANCE COMPANY.

TOTAL FUNDS at 31st DECEMBER, 1899

214,409.059.

I. AUTHORISED CAPITAL... 23,000,000 0 0

SUBSCRIBED CAPITAL... 2,750,000 0 0

PAID-UP CAPITAL... 687,500 0 0

II. FIRE FUNDS... 2,731,183 13

CANTON, 15th June, 1901. [1518]

NOTICE.

THE Undersigned, having been appointed

AGENTS for the above Company, are pre-

pared to ACCEPT RISKS against FIRE at

Current Rates.

SHEWAN, TOMES & CO.

Agents.

Hongkong, 22nd June, 1900. [1872]

NOTICE.

TRANSATLANTIC FIRE INSUR-

ANCE COMPANY OF HAMBURG

CANTON, 15th June, 1901. [1519]

NOTICE.

A. S. WATSON & CO., LIMITED.

DURING the Absence of Mr. A. H.

MANCILL, the Company's Secretary,

from the Colony, Mr. J. A. TARRANT is

Authorised to Sign "For SECRETARY."

JOHN D. HUMPHREYS & SON,

General Managers.

Hongkong, 13th June, 1901. [1487]

NOTICE.

BAILEY & MURPHY.

CONSULTING ENGINEERS AND

<div data-bbox="

HONGKONG
BUSINESS DIRECTORY.

BOOKBINDING

"DAILY PRESS" OFFICE,
The only office in China having European
taught workmen. Equal to Home Work.

BUILDERS

KANG ON.
Contractor; 30, D'Aguilar Street, Local
and Coast Port Buildings, Timber, Brick
and Granite.

Mechanics engaged; Estimates given

CHEMISTS, DRUGGISTS, &c.

THE PHARMACY,
10, Queen's Road Central. Family and
Dispensing Chemists, Wines, Spirits and
Cigars.

THE VICTORIA DISPENSARY,
Chemists and Druggists, High-class Aer-
ton Water Dealers in Photographic
Requisites, Queen's Road.

FURNITURE WAREHOUSEMEN

A CHEE & CO., Established 1859.
Every Household Requisite. Depot for
Eastman's Kodak Film and Accessories;
17a, Queen's Road Central.

JEWELLER

MAISON LEVY HERMANOS,
Diamond Merchants and Watchmakers, 40,
Watson's Building, Queen's Road. Also
at Shanghai, Manila, Paris and Illoilo

PHOTOGRAPHERS

A FONG.
The largest and most complete Studio in
Hongkong. Established 1859. Views,
Engravings, Groups, Views, etc.; Dovet-
opment Works. Amateur's Requisites

MEE CHEUNG.

Ice House Street, Top Floor. Permanent
Engravings, Groups, Views, etc.; Dovet-
opment Works. Amateur's Requisites

M. MUMEYA, JAPANESE ARTIST.—
Bromide and Crayon Engravings and
also colouring Photos and relief Photos.
Views of China and Manila. Work
done for Amateurs; No. 8a, Queen's
Road Central.

PRINTING

"DAILY PRESS" OFFICE.
Proofs read by Englishmen.

STOREKEEPERS

F. BLACKHEAD & CO.,
Navy Contractors, Shipchandlers, Sail-
makers, Provision and Coal Merchants,
Praya Central, next Hongkong Hotel.

BISMARCK & CO.,
Navy Contractors, Ship Chandlers,
Provision and Coal Merchants, Sail-
makers, &c. Fresh Water supplied to
Vessels in the Harbour.

KWONG SANG & CO.,
Shipchandlers, Sailmakers, Hardware,
Engineering Tools, Brass and Iron Mer-
chants, 144, Des Voeux Road.

MORE & SEIMUND,
43 and 45, Des Voeux Road. Shipchandlers,
Sailmakers, Engineers, Commission Agents
and General Storekeepers; Sole Agents
for Shipowners' Composition ("Grey-
hound Brand") and Blundell,
Spence & Co.'s Composition.

TAILORS

R. HAUGHTON & CO.,
Naval, Military and Court, 16, Queen's Road.
Opposite Kuhn's Curio Store.

TOBACCONISTS

D. S. DADY BURJOR, "LOS FILIPINOS,"
Importer of the Best Manila Cigars; 25,
Pottinger Street.

WATCHMAKERS

BROZ & CO.,
10, Queen's Road Central. Repairs of
Watches and Clocks by competent
European experts, at moderate rates.

EYE-SIGHT.

MR. N. LAZARUS,
Oculist-Optician, of London and Calcutta,
may be consulted for SPECTACLES at
16, Queen's Road Central
(R. Houghton & Co.).

(Nearly opposite the HONGKONG HOTEL).

Business Hours: ... 9 a.m. to 5 p.m.

A great proportion of cataracts and diseases
affecting those advancing in life occur to
those having some deficiency in the construction
of the eyes—the many years of "Eye Strain"
ending in serious forms of disease. Glasses
specially adapted in youth to those requiring
them save and preserve the sight.

Constantly recurring headaches, spells of
dizziness when reading, weak eyes, the letters
running together; any of these symptoms indicate
a deficiency in the form of the eye requiring
Glasses only to correct and care.

Mr. LAZARUS supplies his SPECTACLES
only after testing the sight.
ADVICE FREE.

B. J. BARLOW,
CONSULTING ENGINEER, SURVEYOR
AND CONTRACTOR.

PLANS and Specifications Supplied for any
Class of Engineering Work. Marine
Work a Specialty; Designs prepared for
Small Coast Steamers, Light Draught Vessels,
Dredgers, Tug-Boats, Launches and Barges
of any Class or for Special Requirements.
New and Repair Work Supervised. Contractor
for the Supply and Erection of any type of
Machinery.

Telegrams "BARLOW," Hongkong.
Telephone, No. 74.
P. O. Box, No. 110.
OFFICE—9, QUEEN'S ROAD CENTRAL
B. J. BARLOW.

Hongkong, 12th June, 1901.

SPORT AND ANECDOTE.

BY AN OLD FOOL.

THE BACKBONE OF THE YORKSHIRE
ELEVEN.

The Yorkshire cricketers have commenced
their summer campaign quite as auspiciously as
they did last year, and it is apparent, even that
early in the season, that they intend to make a
bold bid to retain the championship of the
country. Although Lord Hawke will still be
without the assistance of that most dashing of
cricketers, Mr. Francis Stanley Jackson, he
will find a willing conductor in T. L. Taylor,
the International hockey-player and ex-captain of
Cambridge University, while another Light
Blue skipper, F. Mitchell, who was in command of
the 1899 University Eleven, has returned to
his military duties in South Africa, so that
Lord Hawke, of Tadcaster Park, will have some
amateurs to keep him company and to compensate
for such a loss as Mr. Stanley Jackson.
However, if George Hirst and Wilfred Rhodes
maintain the excellent form they have already
shown, not even Stanley Jackson will be much
missed. George Hirst, a native of Kirkheaton,
near Huddersfield, is certainly one of the most
accomplished cricketers in England, and as
he is not thirty years of age until the 7th of
September, there is every chance of his yet
making the great name anticipated some few
years ago. He comes from the same place as
Wilfred Rhodes—and two more typical York-
shiremen it is impossible to meet. Both are of
fresh complexion and jolly in feature; but in
appearance there is a great contrast. Hirst,
who stands about 5ft. 7in., is of the yeoman
build, thick-set, very sturdy and immensely
strong. I should say that he pulls down the
scale at quite 13st. 7lbs., whereas Wilfred
Rhodes, I may state, is 5ft. 10in., and scales
12st. These figures are given not to supply
such details for the merely curious, but to show
the difference between the Kirkheaton celebri-
ties who constitute in the main the great
strength of the Yorkshire team. If any other
man should be coupled with this pair, it is my
friend Schofield Haigh. Owing to a bad foot,
he has not been in condition to make his
presence felt yet, as he did last year; but most
assuredly his day will come again. Haigh is a
native of Berry Brow—also a suburb of
Huddersfield—and the trio undoubtedly con-
stitute the backbone of the Yorkshire eleven;
and this is said with all due deference to the
claims of eight or nine other very worthy
cricketers.

GEORGE HIRST.

Hirst, who was first played for his county in
1889, did not obtain a regular place in the team
until 1892. Even then he was known as a
bowler, his batting abilities being summed up
in the comprehensive term—slugger. He has
always bowled fast left-hand, and has a peculiar
hop stride-and-a-jump sort of delivery, but he is
very awkward to play, especially if the wicket
be at all inclined to crumble. As I have said,
he was first played for his bowling, and in 1893 he captured in all Yorkshire
matches 110 wickets for rather over 14 runs
each. As a batsman, he was of small account
but his run-getting improved and in 1894 he
find him scoring 115 (not out) at Bristol against
Gloucestershire. At long intervals he obtained
other fine scores, and finally folk began to
declare that his batting was developing, and
his bowling deteriorating. Still the fact re-
mains that in 1896 he made 1,122 runs and
captured 104 wickets while in the Diamond
Jubilee year of 1897 he scored 1,535 with the
bat and secured 101 wickets. Last season his
aggregate of runs was within 40 of 2,000, but
he only credited himself with 62 wickets for 26
runs each—so that there is some colour in
the criticism that he is now little better than a
change bowler. Eleven times has he compiled
three figures in first-class cricket—but always
for Yorkshire, his favours being reserved for
his native county. As I have said, he first
made a "century" against Gloucestershire, and
in all has four times reached a hundred against
Somerset, Notts, and once each against Somerset,
Leicester, and Hants. In 1897 Hirst visited
Australia with A. E. Stoddart's second combin-
ation, but in the colonies he was not a striking
success. Returning to England, he took part
in the first Test Match of 1899 at Nottingham,
but again failed to do himself justice. On his
day he was the best cricketer in England—and a
cheerful soul. As a fielder, Hirst is a
model at mid-off, and to drive a ball past him
requires more skill than anyone would think.
I remember once seeing Archie MacLaren play
every ball of an over very hard to mid-off, but
Hirst stopped all of them with first one hand,
then the other, and maybe both together.
Speaking as a captain, Hirst is the kind of
cricketer one always likes to have on one's side.
He has a great opinion of George Hirst.

WILFRED RHODES.

Wilfred Rhodes, who is six years younger
than his neighbour Hirst, has only been parti-
cipating in county cricket since 1893—but for
Yorkshire alone has he captured in competition
matches 460 wickets for 6,298 runs, or about 13
each. His progress is really wonderful, for in 1898
he had 120 victims for 13.12 each, in 1899, when
the Australians brought the hot weather, 129
for 15.65, and in 1900, 200 for 12.29. Yorkshire,
you will remember, lost the services of Bobbie
Peel, and brought out this innocent-looking
youth, who had been a comparatively unknown
professional. In his second season he was
played for all England against the Tenth Aus-
tralian team—an honour which, I would say, is
without a parallel. Rhodes, like Hirst, is a
left-hand bowler and a right-handed batsman.
I have never seen a more graceful, untiring,
and perfect action than that of Rhodes, who,
without any fuss, bowls a maiden over in very
quick time—a bout one minute 50 seconds. His
deliveries come in from the off, and even on
hard pitches he is not easy to play, while on a
wicket the least effected by rain he is quite a
terror. Rhodes came out with the Kirkheaton

club when only 14, and in 1890 went as a pro-
fessional to Galashiels, where for two seasons
he was most successful. It was then just a
toss-up whether Rhodes did not join the ground
staff of the Warwickshire club at Edgbaston.
What a capture he would have been to the
Midland shire! But just in the nick of time
the Yorkshire committee were apprised of the
situation, and Rhodes was retained for the
Northerners. If Rhodes were not a great bowler
he would soon develop into a fine batsman, for he
has been known to make 81 not out, and is quite
capable of totalling 400 runs in the county
matches of a season. A man who can bowl as
he can and is then clever enough to add 161 for
the ninth wicket, as he did with Mr. Ernest
Smith against Sussex at Sheffield last July,
carrying the score from 291 to 452, is certainly
entitled to take rank with the fines of Yorkshire
cricketers. Rhodes is a Hafaleng fastowler, and
one of the quietest young men to be met with
in a long day's walk.

SCHOFIELD HAIGH.

A pleasant man of medium height, always
ready for a burst of laughter is Schofield Haigh,
who was born on March 9th, 1872, and has been
a member of the Yorkshire team since 1893.
He learned his cricket at Armitage Bridge, and
soon made a local reputation. In 1891 Louis
Hill recommended Haigh to the Aberdeenshire
Club, and away the youth went to the Granite
City. For three summers he bowled very
successfully—though at that time he had not
learned his subtle variations of space—and above
all the fast "Yorker" which has taken scores
of wickets. Transferring himself to Perthshire
in 1894, he had extraordinary success, as
he took 128 wickets for four only each, and in
the following year 92 wickets at the same price,
while his batting average was never less than
29 per innings. Louis Hill never lost touch
with his protégé, and he was introduced into the
Yorkshire team in due course. In his first
regular season when he played in 13 Yorkshire
matches he secured 71 wickets for 15 runs each,
but in 1897 he only obtained 70 at five runs
greater cost. There was an improvement in
1898, as he numbered 88 victims for 18 runs
apiece, but in 1899 there was again a decline.
Last year he shared the honours with Rhodes,
and captured 145 wickets for 14 runs each—his
return for all matches being 163 wickets for an
average of 14.82. Moreover, Hirst has now
scored 85 against such bowlers as Surrey
and Gloucester—so that he is, like
Rhodes, not to be despised even if his bowling
were not as deadly as it is with his fast yorker,
his fatal slow ball, and his natural off-break.
Standing 5ft. 7in., Haigh seals about 11
stone, and like his Huddersfield brethren is
a Tyke to the backbone. I have taken these
three as typical of their county and leading
cricketers in the champion team.

WHAT IS BAD BOWLING?

To answer this question some may say that
bowling is bad which lacks "length," or which
is without "break." But my answer to the
interrogatory simply amounts to this—that I consider
bowling bad which does not get
wicket out. It may be urged that this is a very
unfair view to take, and that my judgment is
founded upon the success or non-success of
a trundler. Exactly so. I am quite indifferent
to the number of maidens a man sends down, to
the accuracy of his pitch and the beauty of his
break; if he is not able to fulfil the primary
object of all bowling—to get opponents out.
Bowling can be so precise in its pitch that it
commands the respect of the batsman at once,
and enables him to play himself in. I was
watching a country match the other day in the
South of England, when a well-known bowler
secured five wickets for 52 runs, all his victims
being snapped behind the wicket. Someone
declared that he had bowled the rankest "tosh."
Now, from my point of view, no bowling is bad
which sevens wickets. I once took part in a keen
match between rival villages. Our opponents had
been beaten for years. We had a first-class
bowler whose experience was that every really
good ball, from an orthodox standpoint, that he
sent down, was quelled to the boundary. He
was most unmercifully hit all over the place.
But he was a man of brains. He changed his
tactics, and he varied full pitches with tempting
half-volleys on the off. What was the result?
Most of the batsmen opened their shoulders for
Yorkshire, his favours being reserved for
his native county. As I have said, he first
made a "century" against Gloucestershire, and
in all has four times reached a hundred against
Somerset, Notts, and once each against Somerset,
Leicester, and Hants. In 1897 Hirst visited
Australia with A. E. Stoddart's second combin-
ation, but in the colonies he was not a striking
success. Returning to England, he took part
in the first Test Match of 1899 at Nottingham,
but again failed to do himself justice. On his
day he was the best cricketer in England—and a
cheerful soul. As a fielder, Hirst is a
model at mid-off, and to drive a ball past him
requires more skill than anyone would think.
I remember once seeing Archie MacLaren play
every ball of an over very hard to mid-off, but
Hirst stopped all of them with first one hand,
then the other, and maybe both together.
Speaking as a captain, Hirst is the kind of
cricketer one always likes to have on one's side.
He has a great opinion of George Hirst.

THE FOOTBALL LEAGUE.

The annual meeting of the Football League
was held yesterday (Friday) at Manchester,
when business of interest was transacted. The
League had an income last year of £1,118. 10s.
5d., derived mainly from the Scottish League
match which produced a sum of £593. With
the exception of nearly £20, the whole of this
sum of £1,118. 10s. 5d. was expended, and
nearly all of it in the expenses of meetings.
I do not think the League should be so costly as
this, but I suppose these are not the days when
men can be expected to devote so much time and
expenditure to any sport without being at least
refunded their out-of-pocket expenses. One
thing is certain, if the League is to be properly
controlled, it must be by business men, but the
organisation should have an assured revenue,
and not have to depend for income upon the
Inter-League matches, even when they are not
played for all England against the Tenth Aus-
tralian team—an honour which, I would say, is
without a parallel. Rhodes, like Hirst, is a
left-hand bowler and a right-handed batsman.
I have never seen a more graceful, untiring,
and perfect action than that of Rhodes, who,
without any fuss, bowls a maiden over in very
quick time—a bout one minute 50 seconds. His
deliveries come in from the off, and even on
hard pitches he is not easy to play, while on a
wicket the least effected by rain he is quite a
terror. Rhodes came out with the Kirkheaton

club when only 14, and in 1890 went as a pro-
fessional to Galashiels, where for two seasons
he was most successful. It was then just a
toss-up whether Rhodes did not join the ground
staff of the Warwickshire club at Edgbaston.
What a capture he would have been to the
Midland shire! But just in the nick of time
the Yorkshire committee were apprised of the
situation, and Rhodes was retained for the
Northerners. If Rhodes were not a great bowler
he would soon develop into a fine batsman, for he
has been known to make 81 not out, and is quite
capable of totalling 400 runs in the county
matches of a season. A man who can bowl as
he can and is then clever enough to add 161 for
the ninth wicket, as he did with Mr. Ernest
Smith against Sussex at Sheffield last July,
carrying the score from 291 to 452, is certainly
entitled to take rank with the fines of Yorkshire
cricketers. Rhodes is a Hafaleng fastowler, and
one of the quietest young men to be met with
in a long day's walk.

HONGKONG RIFLE ASSOCIATION.

MEMBERS are hereby notified that the
Range is CLOSED at present, and will
not be re-opened before end of this month.

ALEX. MACKENZIE,
Hon. Secretary.

Hongkong, 15th June, 1901.

[91]

NOW ON SALE.

THE

CHRONICLE AND DIRECTORY

FOR

CHINA, JAPAN, COREA, INDO-CHINA, SIAM, STRAITS
SETTLEMENTS, MALAY STATES, NETHERLANDS INDIA,
PHILIPPINES, BORNEO, &c.

FOR

1901.

THE THIRTY-NINTH ANNUAL ISSUE.

The DIRECTORY covers the whole of the ports and cities of the Far East, from

VESSELS ADVERTISED AS LOADING.

DESTINATION	VESSEL'S NAME	FLAG & B&G	BERTH	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON, &c., VIA PORTS OF CALL	PARRAMATTA	Brit. str.	—	R. T. Cook, R.N.R.	P. & O. & N. Co.	On 22nd inst., at Noon.
LONDON	MACHAON	Brit. str.	—	J. S. Stevenson	BUTTERFIELD & SWINE	On 25th inst.
LONDON	GLENCAIRN	Brit. str.	—	G. C. Talbot, R.N.R.	MCGREGOR BROS. & GOW	On 28th inst.
LONDON	JAPAN	Brit. str.	—	J. Rafferty	P. & O. S. N.C.	On or about 29th inst.
LONDON & ANTWERP	PROMETHEUS	Brit. str.	—		MCGREGOR BROS. & GOW	On 11th July.
LONDON	ALCINOUS	Brit. str.	—		BUTTERFIELD & SWINE	On 15th July.
LONDON	GLAUCUS	Brit. str.	—		BUTTERFIELD & SWINE	On 23rd July.
LIVERPOOL DIRECT	HITACHI MARU	Ger. str.	—		MELCHERS & CO.	On or about 15th July.
BRUGGEN, VIA PORTS OF CALL	SYDNEY	Fren. str.	—	H. Supner	NIPPON YUSEN KAISHA	On 27th inst., at Noon.
MARSEILLES, LONDON & ANTWERP, &c., STORE	NURNBERG	Ger. str.	—	G. Anderson	MESSENGERS MARITIMES	On 28th inst., at Daylight.
MARSEILLES, &c., VIA PORTS OF CALL	SAMIAH	Ger. str.	—	Aubert	HAMBURG-AMERIKA LINIE	On 1st July, at 1 p.m.
HAVRE & HAMBURG	WUERZBURG	Ger. str.	—	Mayr	HAMBURG-AMERIKA LINIE	On 25th inst.
HAVRE & HAMBURG	ACILLA	Ger. str.	—	Schmidt	HAMBURG-AMERIKA LINIE	On 12th July.
HAVRE & HAMBURG	GLENARTNEY	Brit. str.	—	Schneider	MCGREGOR BROS. & GOW	On 26th July.
NEW YORK	LOWTHER CASTLE	Brit. str.	—	v. Dohren	DODWELL & CO., LIMITED	On or about 20th inst.
NEW YORK VIA PORTS & SUZ CANAL	INDIANI	Brit. str.	—		JARDINE, MATTHESON & CO.	On 10th July.
NEW YORK VIA SUZ CANAL	ABARA	Brit. str.	—		SHEWAN, TOME & CO.	On or about 1st Aug.
NEW YORK	L. SCHIEFF	Amer. str.	—	Williamson	CARLOWITZ & CO.	Quick despatch.
VANCOUVER, VIA SHANGHAI, &c.	EXPRESS OF INDIA	Brit. str.	—	O. P. Marshall, R.N.R.	CANADIAN PACIFIC R. CO.	On 26th inst.
VANCOUVER, VIA MOJI, &c.	TARTAR	Brit. str.	—	G. D. Bowles, R.N.R.	CANADIAN PACIFIC R. CO.	On or about 10th July.
VICTORIA, B.C., &c., VIA SHANGHAI, &c.	RIQUN MARU	Jap. str.	—	H. Ono	NIPPON YUSEN KAISHA	On 24th inst., at 4 p.m.
VICTORIA, B.C., & TACOMA VIA SHANGHAI, &c.	DUKE OF FIFE	Brit. str.	—		DODWELL & CO., LIMITED	On 28th inst.
SAN FRANCISCO VIA SHANGHAI, &c.	COPTIC	Amer. str.	—		O. & O. S. S. CO.	On 27th inst., at Daylight.
SAN FRANCISCO VIA SHANGHAI, &c.	AMERICA MARU	Jap. str.	—		TOYO KISEN KAISHA	On 4th July, at Noon.
SAN DIEGO, &c., VIA MOJI, &c.	BELGIAN KING	Jap. str.	—		BUTTERFIELD & SWINE	To-morrow.
AUSTRALIAN PORTS	AIRIE	Brit. str.	—		GIBE, LIVINGSTON & CO.	On 27th inst., at Noon.
AUSTRALIAN PORTS	ROSETTA MARU	Jap. str.	—		NIPPON YUSEN KAISHA	On 28th inst., at 4 p.m.
SEATTLE VIA SHANGHAI & JAPAN	TAIWAN	Brit. str.	—		BUTTERFIELD & SWINE	On or about 14th July.
KOBI & YOKOHAMA	HYSON	Brit. str.	—		JARDINE, MATTHESON & CO.	On 22nd inst.
NAGASAKI, KOBI & YOKOHAMA	SADO MARU	Jap. str.	—		SHEWAN, TOME & CO.	To-day, at 4 p.m.
NAGASAKI & VLADIVOSTOCK	YAWATA MARU	Jap. str.	—		BUTTERFIELD & SWINE	To-morrow, at Noon.
TIENTSIN	DAPHNE	Ger. str.	—		SIEMSEN & CO.	On 25th inst., at 3 p.m.
SHANGHAI	NANCHANG	Brit. str.	—		BUTTERFIELD & SWINE	To-morrow.
SHANGHAI	LYEEMON	Brit. str.	—		SIEMSEN & CO.	On 29th inst.
SHANGHAI	WHAMPOA	Brit. str.	—		BUTTERFIELD & SWINE	BUTTERFIELD & SWINE
SHANGHAI	SUNDA	Brit. str.	—		P. & O. S. N. C.	On or about 22nd inst.
SHANGHAI & CHINGKiang	EMITA NOSSACK	Ger. str.	—		EAST ASIATIC TRADING CO., LTD.	On 24th inst., at 4 p.m.
SHANGHAI & JAPAN	MALACCA	Brit. str.	—		P. & O. S. N. C.	On or about 28th inst.
ANPING, VIA SWATOW & AMOY	MAIDZURO MARU	Jap. str.	—		MITSU BUSSAN KAISHA	On 26th inst.
FOOCHOW VIA SWATOW & AMOY	ANPING MARU	Jap. str.	—		MITSU BUSSAN KAISHA	On 3rd July, at Daylight.
TAMSUI VIA SWATOW & AMOY	DAIJIN MARU	Jap. str.	—		MITSU BUSSAN KAISHA	On 22nd inst.
SWATOW	HAITAN	Brit. str.	—		DOUGLAS, LAFRAZ & CO.	To-morrow, at Noon.
MANILA	YUENSANG	Brit. str.	—		JARDINE, MATTHESON & CO.	To-morrow, at 4 p.m.
MANILA	PERLA	Brit. str.	—		SHEWAN, TOME & CO.	On 24th inst., at 5 p.m.
MANILA	SUNGKANG	Brit. str.	—		BUTTERFIELD & SWINE	On 28th inst.
MANILA	TAIWAN	Brit. str.	—		BUTTERFIELD & SWINE	On or about 14th July.
SINGAPORE, PENANG & CALCUTTA	KUMANO MARU	Brit. str.	—		JARDINE, MATTHESON & CO.	On 25th inst., at 3 p.m.
BOMBAY, VIA SINGAPORE & COLOMBO	MIKE MARU	Jap. str.	—		TOYO KISEN KAISHA	To-morrow, at Noon.

SHIPPING.

ARRIVALS.

JUNE 18, JACOB DIEDERICHSSEN, German str., 123, A. Riske, Haiphong 15th and Hoihow 17th June, Rice and General.—JESEN & CO.

JUNE 18, BENLAWERS, British str., 1,483, J. D. Sarchet, London 3rd April, General.—GIBB, LIVINGSTON & CO.

JUNE 19, AUSTRALIAN, British str., 3,000, P. T. Heine, Sydney 25th May, Brisbane 27th, Townsville 30th, Cairns 31st, Thursday Island 3rd June, Port Darwin 6th, Timor 8th and Manila 13th, General.—GIBB, LIVINGSTON & CO.

JULY 19, KAIFENG, British str., 1,024, Pennefather, Lehi 14th June, Sugar and Sadalwood.—BUTTERFIELD & SWINE

JUNE 19, ALLEGHUSA, U.S. transport, 2,132, Sucoune, Manila 15th June.

JUNE 19, KATSUYAMA MARU, Jap. str., 405, Hayashi, Canton 19th June, General.—CHINESE.

CLEARANCES, AT THE HARBOUR MASTER'S OFFICE, 19th JUNE.

Kyoto Maru, Japanese str., for Moji.

Wurzburg, German str., for Shanghai.

Indrauvali, British str., for Amoy.

Anping Maru, Japanese str., for Swatow.

Loosok, German str., for Bangkok.

DEPARTURES.

JUNE 19, LEOPARD, Austrian cr., for Saigon.

JUNE 19, CHOTSANG, British str., for Canton.

JUNE 19, CHINKIANG, British str., for Canton.

JUNE 19, WHAMPOA, British str., for Canton.

JUNE 19, HUNAN, British str., for Canton.

JUNE 19, THALAS, British str., for Swatow.

JUNE 19, PROMETHEUS, British str., for Moji.

JUNE 19, INDEVELL, Brit. str., for Portland.

JUNE 19, GLAUCUS, British str., for Shanghai.

JUNE 19, RICKMERS, British str., for Amoy.

JUNE 19, ELITA NOSSACK, Ger. str., for Canton.

JUNE 19, LOOSOK, German str., for Bangkok.

JUNE 19, WURZBURG, Ger. str., for Shanghai.

JUNE 19, HONGKONG, French str., for Haiphong.

JUNE 19, ANPING MARU, Jap. str., for Swatow.

JUNE 19, TSUCHIKO MARU, Japanese str., for Formosa.

JUNE 19, INDIA, Austrian str., for Trieste.

JUNE 19, GWALIOR, British hospital ship, for Calcutta.

VESSELS IN DOCK.

19th June.

ABERDEEN DOCKS.—Sandakan, Bandar.

KWOLON DOCKS.—U.S.S. Bennington, Burnside, Union, Iria, Juno, Zaire, Hailan, St. Enoch, Camur.

COSMOPOLITAN DOCK.—Colonies, Munchen, Fei Hoo, Simong.

SHIPPING REPORT.

The British steamer Australasian, from Sydney

25th May, Brisbane 27th, Townsville 30th,

Cairns 31st, Thursday Island 3rd June, Port

Darwin 6th, Timor 8th and Manila 13th, experienced

northerly winds and thick weather to Townsville; from Townsville to Port Darwin had S.E. winds and thick squally weather with full value of same required.

Courtesy Invoices, to accompany Cargo destined

to points beyond San Diego, should be sent to the Company's Office, addressed to the Collector of Customs, San Diego.

For further information as to Freight or Passage, apply to BUTTERFIELD & SWINE.

For further information as to Freight or Passage, apply to GIBB, LIVINGSTON & CO.

For further information as to Freight or Passage, apply to MCGREGOR BROS. & GOW.

Agents, Hongkong, 18th May, 1901.

HAMBURG-AMERIKA LINIE.

FOR SHANGHAI.

THE Steamship

"LYEEMON."

Captain Th. Lehmann, will be despatched for the above port TO-MORROW, the 21st inst. at 3 p.m.

This steamer has superior accommodation for First and Second Class Passengers.

For Freight or Passage, apply to SIEMSEN & CO.

Agents, Hongkong, 18th June, 1901.

VESSELS ADVERTISED AS LOADING.

DESTINATION	VESSEL'S NAME	FLAG & B&G	BERTH	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON, &c., VIA PORTS OF CALL	PARRAMATTA	Brit. str.	—	R. T. Cook, R.N.R.	P. & O. & N. Co.	On 22nd inst., at Noon.
LONDON	MACHAON	Brit. str.	—	J. S. Stevenson	BUTTERFIELD & SWINE	On 25th inst.
LONDON	GLENCAIRN	Brit. str.	—	G. C. Talbot, R.N.R.	MCGREGOR BROS. & GOW	On 28th inst.
LONDON	PROMETHEUS	Brit. str.	—	J. Rafferty	BUTTERFIELD & SWINE	On 11th July.
LONDON	ALCINOUS	Brit. str.	—		MELCHERS & CO.	On 15th July.
LONDON	GLAUCUS	Brit. str.	—		HAMBURG-AMERIKA LINIE	On 23rd July.
LONDON	HITACHI MARU	Ger. str.	—			

VESSELS ON THE BERTH
OCEAN STEAMSHIP COMPANY.

OUTWARDS.

FROM	STEAMERS	DUE
GLASGOW and LIVERPOOL	"IXION"	On 21st June.
GLASGOW and LIVERPOOL	"PELEUS"	On 23rd June.
GLASGOW and LIVERPOOL	"DEUCALION"	On 2nd July.

HOMEWARDS.

FOR	STEAMERS	TO SAIL
LONDON	"MACHAON"	On 25th June.
LONDON	"PEMOTHEUS"	On 15th July.
LONDON	"ALCINOUS"	On 23rd July.
LIVERPOOL DIRECT	"GLAUCUS"	About 15th July.

(Taking Cargo at London Rates)

For Freight, apply to

BUTTERFIELD & SWIRE,
AGENTS O. S. S. Co.

Hongkong, 17th June, 1901.

VESSELS ON THE BERTH.

U. S. MAIL LINES.

PACIFIC MAIL SS. CO. OCCIDENTAL & ORIENTAL S. S. CO.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA AND EUROPE

VIA
THE OVERLAND RAILWAYS AND ATLANTIC AND OTHER CONNECTING STEAMERS.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

"COPTIC"	THURSDAY, 27th June, at Daylight.
"CITY OF PEKING"	SATURDAY, 13th July, at NOON.
"GAELIC"	TUESDAY, 23rd July, at NOON.
"CHINA"	TUESDAY, 6th Aug., at NOON.
"DORIC"	THURSDAY, 15th Aug., at NOON.
"PERU"	SATURDAY, 31st Aug., at NOON.

TH E O. & O. S. S. Co.'s Steamship "COPTIC" will be despatched for SAN FRANCISCO via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU on THURSDAY, the 27th June, at Daylight; taking Freight for Japan, the United States and Europe.

Steamers of these lines pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamer, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of the Overland Rail route from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER, and RIO GRANDE and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding orders for OVERLAND CITIES in United States have between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE and other direct lines.

Particulars of the various routes can be had on application.

Special Rates (first class only) to European Points, are granted to Missionaries, members of the Naval, Military, Diplomatic and Consular Services, and European Civil Service officials located in Asia, and to European officials in the service of the Governments of China and Japan.

TO UNITED STATES AND CANADIAN POINTS, Special rates (first class only) are confined and will apply only to Missionaries, members of the Naval and Military Services, and to Consular and Diplomatic officials of Governments of China and Japan.

RETURN PASSAGE.—Passengers who do not hold round-trip tickets but who have paid full first-class fare from ports of call in the Orient to the United States, Canada or Europe, and re-embark at San Francisco or Honolulu for the return voyage at any time within twelve months, will be allowed a reduction of ten per cent. from fare, San Francisco or Honolulu, to original port of embarkation.

Passengers who do not hold round-trip tickets, but who have paid full-class fare from the United States, Canada or Europe, to a port of call Japan or China and re-embark at such port of call for return voyage at any time within twelve months, will be allowed a reduction of ten per cent. from fare to San Francisco or Honolulu.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Companies and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at the Office until 5 P.M., same day; all Parcel Packages should be marked to address in full; value of same is required.

Comsular Invoices to accompany each shipment of Cargo or Parcel (value at \$100 or over) destined to points beyond San Francisco in the United States, should be sent to the Companies' Office, addressed to the Collector of Customs, San Francisco.

Merchant's Invoice will be sufficient for Cargo or Parcel (each shipment) when the value is less than \$100 U.S. gold.

For further information as to Passage and Freight, apply to the Agency of the Companies, Queen's Building.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and Passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of steamer, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding orders for OVERLAND CITIES in the United States have between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at the Office until 5 P.M., same day; all Parcel Packages should be marked to address in full; value of same is required.

For further particulars, apply to the Company's Office.

G. DE CHAMPEAUX, Agent.

Hongkong, 18th June, 1901.

COMPAGNIE DES MESSEAGERIES MARITIMES.
PAQUEBOT-POSTE FRANCAIS.

NOTICE.

STEAM FOR SAIGON, SINGAPORE, BATAVIA, COLOMBO, PONDICHERY, MADRAS, CALCUTTA, DJIBOUTI, EGYPT, MARSEILLE, MEDITERRANEAN AND BLACK SEA PORTS, LONDON, HAVRE, BORDEAUX.

ALSO PORTS OF BRAZIL AND RIVER PLATE.

ON MONDAY, the 1st July, 1901, at 1 P.M., the Company's Steamship "SYDNEY," Captain Aubert, with Mails, Passengers, Specie and Cargo, will leave this port for MALESEILLES via ports of call, WITHOUT TRANSHIPMENT.

Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.

Shipping Orders will be granted till Noon. Cargo will be received on board until 4 P.M., Specie and Parcels until 3 P.M. on the 30th June. (Parcels are not to be sent on board; they must be left at the Agency's Office.) Contents and Value of Packages are required.

For further particulars, apply to the Company's Office.

G. DE CHAMPEAUX, Agent.

Hongkong, 18th June, 1901.

THE UNITED STATES AND CHINA-JAPAN STEAMSHIP LINE.

FOR NEW YORK via SUEZ CANAL.

THE Steamship

"INDRANI" will be despatched for the above port on about 10th July, 1901.

For Freight, apply to JARDINE, MATTHESON & CO., Agents.

Hongkong, 12th June, 1901.

THE 33 A II American ship

"L. SCHEPP" will load for the above port, and will have quick despatch.

For Freight, apply to SHEWAN TOMES & CO., Agents.

Hongkong, 13th June, 1901.

CARLOWITZ & CO.

Hongkong, 3rd June, 1901.

THE GLEN LINE OF STEAMERS.

FOR LONDON AND ANTWERP.

THE Company's Steamship

"GLENESK."

Captain J. Rafferty, will be despatched for the above ports on the 11th July.

For Freight or Passage, apply to

McGREGOR BROS. & GOW, Agents.

Hongkong, 18th June, 1901.

[1532]

KATAYAMA MARU, Jap. str., 405, Hayashi, June 13, Chinese.

KOHSICHANG, German str., 1,291, Leus, June 18, Butterfield & Swire.

KUMSANG, British str., 2,076, Buller, June 18, Jardine, Matheson & Co.

KYO MARU, Jap. str., 1,639, Sakumi, June 12, Orier.

MARIA VALERIE, Austrian str., 2,648, Berberovich, June 17, Sander, Wieler & Co.

MUNCHEN, German str., 4,691, Krebs, May 28, Melchers & Co.

NANCHUNG, Brit. str., 1,062, Finlayson, June 7, Butterfield & Swire.

OAK BRANCH, British str., 2,064, Schell, June 12, Dowell & Co., Limited.

OBI, British steamer, 1,951, Pinkham, June 11, M. B. Kishin.

PAKISTAN, British str., 1,235, Ferris, June 17, Bradley & Co.

ROJUN MARU, Jap. str., 2,979, Ohno, June 16, Nippon Yusen Kaisha.

SADO MARU, Jap. str., 3,858, Thompsons, June 18, Nippon Yusen Kaisha.

SANDAKAN, Ger. str., 1,374, Brandstetter, June 6, Melchers & Co.

SIMONGAN, Dutch str., 1,818, Sandman, April 18, Chinese.

TAICHOI, German str., 862, Behar, June 14, Butterfield & Swire.

TAIWAN, British str., 1,459, Nelson, June 15, Taiyusa, Comdr. C. G. Bowman, at Amoy.

TAKAMAGI, British str., 977, Baker, June 16, Janline, Matheson & Co.

TRYM, Norwegian str., 710, Dahl, June 10, A. B. Martz.

YAWATA MARU, Jap. str., 2,367, Moss, June 18, Descartes, French cruiser, Captain de Saune at Amoy.

YUARDINE, British str., 1,128, Rolfe, June 18, Dimitri Donskoy, Russian armoured cruiser, 34 guns, 7,000 h.p., Comdr. Sharon, at Taku.

HIS BRITANNIC MAJESTY'S SHIPS IN THE CHINA SQUADRON.

ALACRITY, despatch-boat, 1,700 tons, 10 guns, 3,000 h.p., Comdr. C. G. F. M. Crofton, at Taku.

ALGERINE, sloop, 1,050 tons, 6 guns, 1,100 h.p., Comdr. E. D. Hunt, at Shanghai.

ARETHUSA, cruiser, 4,200 tons, 10 guns, 5,000 h.p., Captain J. Starlin, Woosung.

ARGONAUT, battleship, 11,000 tons, 16 guns, Capt. G. H. Clancy, R.N., at Chinkiang.

ASTRA, cruiser, 3,600 tons, 10 guns, 9,000 h.p., Captain C. J. Baker, at Shanghai.

AURORA, cruiser, 5,600 tons, 12 guns, 8,500 h.p., Captain E. H. Bayly, C.B., at Woosung.

BARKER, battleship, 10,500 tons, 14 guns, 13,000 h.p., Captain G. J. S. Warrender, at Weihaiwei.

BLECHINE, 1st class cruiser, 9,000 tons, 12 guns, 21,411 h.p., Captain F. H. Henderson, C.M.G., at Woosung.

BRANDBY, gunboat, 710 tons, 6 guns, 1,300 h.p., Lieut.-Comdr. M. Leake, at Wuhu.

BRISK, cruiser, 6 guns, 5,600 h.p., Comdr. Sir B. R. S. Wrey, Bart, at Hankow.

BRITOMART, gunboat, 710 tons, 6 guns, 1,300 h.p., Lieut.-Comdr. E. A. Baird, at Weihaiwei.

CENTURION, flagship, 10,500 tons, 14 guns, 13,000 h.p., Captain J. L. Jellicoe, C.B., at Taku.

DAPHNE, sloop, 1,140 tons, 8 guns, 2,040 h.p., Comdr. E. H. Bayly, C.B., at Woosung.

DARLINGTON, gunboat, 363 tons, 3 guns, 200 h.p., Lieut.-Comdr. W. F. Blunt, at Shanghai.

DEAN, gunboat, 1,200 tons, 6 guns, 2,050 h.p., Lieut.-Comdr. C. G. M. Crofton, at Amoy.

DEER, gunboat, 360 tons, 6 guns, 2,050 h.p., Lieut.-Comdr. G. J. S. Warrender, at Woosung.

DICKINSON, gunboat, 360 tons,

POST OFFICE NOTICES.

The Coptic, with the American Mail of the 21st ult., left Shanghai on Monday, the 17th inst., at 10 a.m., and may be expected here to-day.
The Sunta, with the English Mail of the 24th ult., left Singapore on Sunday, the 16th inst., at noon, and may be expected here to-morrow. This Packet brings replies to letters despatched from Hongkong on 22nd April.
The America Maru, with the American Mail of the 29th ult., left Yokohama on Tuesday, the 18th inst., at daylight, and may be expected here on or about Tuesday, the 25th inst.

MAILS WILL CLOSE.

FOR	PER	DAY AND HOUR
Canton		Thursday, 20th, 7.30 A.M.
Yokohama and Kobe	Hawke	Thursday, 20th, 11.00 A.M.
Bangkok	Maria Valore	Thursday, 20th, 11.00 A.M.
Macao	Tuichien	Thursday, 20th, 0.45 P.M.
Swatow	Hanghau	Thursday, 20th, 1.00 P.M.
Kobe and Yokohama	Pakshan	Thursday, 20th, 3.00 P.M.
Chesoo	Sado Maru	Thursday, 20th, 3.00 P.M.
Canton	Katsuyama Maru	Thursday, 20th, 5.00 P.M.
Moji, Kobe, Yokohama, San Diego and San Francisco	Pocca	Friday, 21st, 11.00 A.M.
Nagasaki, Kobe and Yokohama	Yavata Maru	Friday, 21st, 11.00 A.M.
Tientsin	Nanchung	Friday, 21st, 11.00 A.M.
Swatow	Haitan	Friday, 21st, 2.00 P.M.
Shanghai	Yeomen	Friday, 21st, 3.00 P.M.
Manila	Yuensang	Saturday, 22nd, 8.00 A.M.
EUROPE, &c., India via Taticorin (Late Letters 11.10 to 11.30 A.M. Extra Postage 10 cents)	Circulars	Registration 10.45 A.M. (Registration, with late fee of 10 cents, up to 10.45 A.M.)
(Supplementary mail on board up to the time fixed for departure of the mail. Extra Postage 10 cents)	Parramatta	Letters 10.30 A.M.
EUROPE, &c., India via Taticorin (Late Letters 11.10 to 11.30 A.M. Extra Postage 10 cents)	Whampoa	Saturday, 22nd, 4.00 P.M.
Shanghai, Moji, Kobe, Yokohama, Victoria, B.C., and Seattle	Bigian Maru	Monday, 24th, 3.00 P.M.
Manila	Perla	Monday, 24th, 4.00 P.M.
Singapore, Penang and Calcutta	Kumerau	Tuesday, 25th, 2.00 P.M.
Nagasaki and Vladivostock	Daphne	Wednesday, 26th,
SHANGHAI, NAGASAKI, KOBE, YOKOHAMA, VICTORIA and VANCOUVER, B.C.	Empress of India	Registration 10.00 A.M. (Registration, with late fee of 10 cents, up to 10.45 A.M.)
(Supplementary mail on board up to the time fixed for departure of the mail. Extra Postage 10 cents)	Coptic	Letters 11.00 A.M.
SHANGHAI, NAGASAKI, KOBE, YOKOHAMA, HONOLULU and SAN FRANCISCO	Sachsen	Registration 10.45 A.M. (Registration, with late fee of 10 cents, up to 10.45 A.M.)
EUROPE, &c., India via Taticorin (Late Letters 11.10 to 11.30 A.M. Extra Postage 10 cents)	Taiwan	Sunday, 14th July, 9.00 A.M.

TO-DAY.
Sale, Household Furniture, Sales Rooms,
Messrs. Hughes & Hongh, 230 p.m.

COMMERCIAL.

CLOSING QUOTATIONS.

19th June.

ON LONDON.—	Telegraphic Transfer	1/11
	Bank Bills, on demand	1/11
	Bank Bills, at 30 days' sight	1/11
	Bank Bills, at 4 months' sight	1/11
	Credits, at 4 months' sight	1/11
	Documentary Bills, 4 months' sight	2/14
ON PARIS.—	Bank Bills, on demand	2.473
	Credits, at 4 months' sight	2.51
ON GERMANY.—	On demand	2.004
ON NEW YORK.—	Bank Bills, on demand	47
	Credit, 60 days' sight	48
ON BOMBAY.—	Telegraphic Transfer	147
	Bank, on demand	147
ON CALCUTTA.—	Telegraphic Transfer	147
	Bank, on demand	147
ON SHANGHAI.—	Bank, at sight	73
	Private, 30 days' sight	73
ON YOKOHAMA.—	On demand	4 p.c. pm.
ON MANILA.—	On demand	21 p.c. pm.
ON SINGAPORE.—	On demand	1 p.c. pm.
ON BATAVIA.—	On demand	118
ON HAIPHONG.—	On demand	21 p.c. pm.
ON SAIGON.—	On demand	21 p.c. pm.
ON BANGKOK.—	On demand	59
	Sovereign, Bank's Buying Rate	\$10.07
	GOLD LEAF, 100 fine, per tael	\$52.25
	BA SILVER, per oz.	273

OPIUM.

18th June.

Quotations are:— Allow'res net to latty.		
Malwa New	\$830	to \$840 per picul.
Malwa Old	\$860	to \$870
Malwa Older	\$880	to \$890
P. F. per wrapped.	\$830	to —
Persian fine quality	\$850	to —
Persian extra fine	—	to —
Pata New	—	to — per chest.
Pata Old	\$867	to —
Bengares New	\$855	to —
Bengares Old	\$850	to —

VESSELS EXPECTED.

THE AMERICAN MAILS.
The O. & O. steamer Coptic, with mails, &c., left Shanghai for this port on the 17th inst., at 10 a.m.

The T. K. steamer America Maru, with mails, &c., from San Francisco to the 29th ult., left Honolulu, has arrived at Yokohama, and left for this port on the 18th inst., at 6 a.m. via Inland Sea, Kobe, Nagasaki and Shanghai.

The P. M. steamer City of Peking, with mails, &c., left San Francisco for this port via Honshu, Inland Sea, Yokohama, Inland Sea, Kobe, Nagasaki and Shanghai on the 6th inst.

The O. & O. steamer Gaelic, with mails, &c., left San Francisco for this port via Honolulu, Inland Sea, Kobe, Nagasaki and Shanghai, on the 14th inst.

THE GERMAN MAIL.
The Imperial German mail steamer Bayern, carrying the German mails with dates from Berlin of the 27th ult., left Colombo on Friday, the 14th inst., p.m., and may be expected here on or about Tuesday, the 25th inst.

The Imperial German mail steamer Sachsen left Kobe via Nagasaki and Shanghai on Sunday, the 16th inst., p.m., and may be expected here on or about Wednesday, the 26th inst.

THE CANADIAN MAIL.

The C. P. R. steamer Empress of Japan left Vancouver on Tuesday, the 18th inst., a.m. for Hongkong via the usual Japanese ports of call.

MERCHANT SEAMEN.

The N. Y. K. steamer Miike Maru (Bomby) left Shimonoseki for this port on the 14th inst., p.m., and is expected to arrive here on the 16th inst., a.m.

APIOL & STEEL PILLS
for Ladies.

A Remedy for all Irritations.
Supernumerary Bitter Apple, Bergamot, P.M. Cochineal, &c.
sold by

A. G. WATSON & CO., LTD., HONGKONG.

Proprietor:

MARTIN, Chemist, SOUTHAMPTON, ENGLAND.

[3130]

NEW MUSICAL PUBLICATIONS,

MAESTRO A. CATTANEO.

GRAND MASS (with Organ Accom).

No. 1 ALBUM (3 Songs, English & Italian).

No. 2 ALBUM (3 Songs).

THE "LILY" Waltz and "ELIZA" Waltz.

NEW FEATURE.—

Pocket Edition of Pianoforte Music includ-

ing POLKA to Peck Residents.

To be had of all MUSIC DEALERS. [1078-2]

FROM

PORTSMOUTH

TO

PEKING

VIA

LADYSMITH

WITH A NAVAL BRIGADE

ILLUSTRATED WITH FOUR MAPS.

CONTENTS.—

From England to the Cape, and Crossing the Line.—The Naval Brigade in South Africa (Boer War, 1899-1900)—Off to the Front (Cologne)—Spion Kop—Val Kraatz—Final Operations and Relief of Ladysmith—From the Cape to China—Naval Brigade in North China with the Allied Forces—To the Relief of Peking—Summary of Siege—Appendix.

ON SALE at

"DAILY PRESS" OFFICE, LOCAL BOOKSELLERS, SOLDIERS' CLUB, SOLDIERS and SAILORS' HOME, ROYAL NAVAL CAFFETERIA.

Price 51 per Copy. Paper Covers, \$1.50 in Boards.

Hongkong, 18th December, 1900. [1489]

JOINT STOCK SHARES.

Hongkong, 19th June.

STOCKS.	NO. OF SHARES.	ISSUE VAL.	PAID UP.	LAST DIVIDEND.	CLOSING QUOTATIONS.
BANKS.				30/- div. 10/- bonus— \$10.00 for half year ended 31/12/00	203 p. ex. pr.—\$6121. London \$61.10.
Hongkong and Shanghai Banking Corporation	80,000	\$123	\$123	21.00	21.00
Bank of China & Japan, Ltd.	10,975	25	21	None	25.50
Do. Deferred.	1,200	41	21	25 p. c. for 1899.	25.50
National Bank of China, Ltd.	10,970 A	210	21	31.12 to 21—\$1.50 for 1899	227 buyers
Do. Founders' Shares	21,935 B	210	21	31.12 to 21—\$1.50 for 1899	227 buyers
Do. 750 shares	21	21	21	None	15.50 sellers
MANUAL INSURANCES.					
Union Ins. Soc'y, Ltd.	10,000	\$250	\$30	40/- p. c. for 1899	334 sales
China Traders' Ins. Co., Ltd.	21,000	\$85.35	\$25	10/- p. c. for 1899	300 sellers
North China Ins. Co., Ltd.	5,000	\$100	\$25	10/- p. c. for 1899	218.50
Yangtze Ins. Ass'n, Ltd.	8,000	\$100	\$60	31.25—20 p. c. for 1899	218.50
Yangtze Ins. Office, Ltd.	10,000	\$250	\$30	31.25—20 p. c. for 1899	218.50
Streits Insurance Co., Ltd.	20,000	\$10	\$20	6 per cent. for 1899	218.50
FIRE INSURANCES.					
Hongkong Fire Ins. Co., Ltd.	8,000	\$230	\$50	\$24 for 1899	235 buyers
China Fire Ins. Co., Ltd.	20,000	\$100	\$100	\$24 for 1899	235 buyers
SHIPPING.					
Hongkong, Canton and Macao B. Co., Ltd.	80,000	\$10	\$10	31.25—10/- bonus— 10/- p. c. for 1899	333 buyers
Indo-China S. N. Co., Ltd.	60,000	\$10	\$10	31.25—10/- bonus— 10/- p. c. for 1899	333 buyers
Douglas Steamship Co., Ltd.	20,000	\$50	\$50	31.25—10/- bonus— 10/- p. c. for 1899	333 buyers
China Mutual S. N. Co., Ltd.	20,000	\$10	\$10		